

DISASTERS.

Terrible Accident in an English Mine.
English journals of the 18th contain thrilling accounts of a dreadful colliery accident. From one of the London papers we extract the following account of the disaster:

On the morning of the 17th one of the most serious colliery accidents which ever occurred in the Wolverhampton district happened at the Earl of Dudley's No. 29 pit, Walslow Colliery, Lock's lane, Brierly hill. Suddenly and in the twinkling of an eye the water burst into the pit, where there were ten men, three boys, and six horses at work, and it is believed that every life has been lost. On Tuesday evening the doomed men and boys descended the pit to work a night turn. The No. 29 pit is situated in the Walslow lane, near the great water-pumping engine—the strongest by far in the district—and within a few feet of the road; while at its rear is the trough pumping engine, and the winding engine of the pit itself is also in close proximity. Shortly after 1 o'clock in the morning the engineer of the great water-pumping engine observed a great rush of vapor up the pit shaft. This must have been caused either by an intentional setting fire to a quantity of petroleum by the men, as a signal that something was wrong, or by the rush of water from the pit into the shaft. The great water-pumping engine was at once started, and the water was lowered. Two or three strokes of the engine brought them into collision with the water, which was high up the shaft. They immediately cried out that it was water and not fire; but before the engine could be reversed they were plunged ten or twelve feet into the water. When the men returned to the surface messengers were sent out for the Earl of Dudley's agents in the district, and a very short time saw them standing round the shaft, discussing what had best be done. The great water engine was set to work at the rate of nine strokes a minute, instead of five or six; the trough pumping engine was got into gear, and at once commenced to work, and a barrel instead of a skip was attached to the end of the pit rope. The whole of these arrangements were made, and water was raised at the rate of 250 tons per hour was raised from the pit; but such was the force of the element that at 12 o'clock, noon, the water had only sunk about sixteen inches down the shaft. About half past three o'clock Mr. J. P. Baker, the inspector of mines for the district, came to the mouth of the pit. The sinking of the water had been carefully registered.

Explosion in Paris—Several Lives Lost.

A dreadful explosion took place at the chemical works of M. Pelletier, at the Place de la Sorbonne, on Monday night, the 16th inst. Several persons, it is estimated, were killed, and many others injured. The explosion was caused by a quantity of gunpowder which was to have been sent off to Toulon the next day. The loss of life occasioned by the accident is not yet ascertained. Seven persons were killed, among whom were two children playing in the street. Some of the victims were blown to atoms—a head was found here, a leg there, and an arm in another place. Happily the Sorbonne school was empty at the time. Had the explosion occurred two hours sooner, scores of lives would have been sacrificed. In the Corps Legislatif a question will be asked touching the imprudence of government permitting the existence of such warehouses as M. Fontaine's in the heart of Paris. Fontaine himself was wounded and his son was killed.

OBSPEDIES.

A Curious Letter Said to Have Been Written by Him.

The N. Y. World of yesterday prints a communication from a person who claims to be a friend of the late General Sherman. The letter is a translation of an intercepted letter, written over the signature of Don Carlos Espedier, self-appointed chief of the Cuban revolutionists, addressed to the secret committee in Havana. I hope it will be found by you of sufficient interest to publish, and it explains the extraordinary efforts that are being made to create a favorable impression in the United States. This is the letter referred to—
General Sherman:—It is not if you do not make a powerful effort to help us. Let the Yankees come; let the devils from hell itself come, provided we do not get help from anywhere. We will deal with them afterwards as we treat the Spaniards now. The climate will also help us against them, and our slaves will be another irresistible element. We cannot bring them to fight against regular troops, and I give you warning that our cause sinks without remedy. Write to our friend M. not to let our interests cool down in New York. We ask nothing, if, as he says, Great is in our favor. Anything is better than giving in now for want of help. If the Yankees ask from us any conditions, accept them all—our lands, our property, all, all—provided they help us at once.

HOTELS AND RESTAURANTS.

ST. CLOUD HOTEL.

THIS NEW AND COMMODIOUS HOUSE, LOCATED CORNER OF BROADWAY AND FORTY-SECOND STREET,

Possesses advantages over all other houses for the accommodation of its guests. The rooms are large and airy, the food is excellent, and the service is of the highest order. The hotel is situated in the heart of the city, and is within easy reach of all the principal places of interest. The hotel is managed by Mr. J. W. Scott, who is a gentleman of high standing and of great experience. The hotel is a most desirable place of residence for those who wish to enjoy the comforts of a first-class hotel.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

W. F. PORTER, Agent at Richmond and City Point.

SHIPPING.

LORILLARD STEAMSHIP LINE.

FOR WILMINGTON, N. C.

The First-class Iron Steamship VOLUNTEER, Captain Jones, will sail from New York, on SATURDAY, April 3.

Freight received and bills of lading given at line's Philadelphia Pier, 19 NORTH WHARVES, up to THURSDAY AFTERNOON, 3 o'clock, at very low rates.

Insurance in New York office at lowest rates.

For freight or further information apply at line's office, Pier 19 NORTH WHARVES.

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

JOHN F. OHL, 224

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, GUMBERLAND, AND WYOMING VALLEYS.

NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 18, 1868.

Leaving the Company's Depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations and Allentown, returning Reading at 5:30 P. M., arriving in Philadelphia at 7:30 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkes-Barre, Pittsburg, York, Chambersburg, Hagerstown, etc.

At 7:30 A. M. train connects at Reading with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the Schuylkill and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.

At 7:30 A. M. train connects at Reading with the York and Susquehanna Railroad trains for Pottsville, etc.